

## THE PENDLETONS OF ISLESBORO

Lying in the upper part of Penobscot Bay is an irregular, elongated morsel of land which was long ago given the unimaginative name of Long Island and was incorporated in 1789 as Islesboro. It is now a summer resort of some magnitude, but to us the most memorable item concerning Islesboro is that it bred a family of shipmasters and shipowners named Pendleton, including some of the most colorful characters that ever chartered a vessel.

Pendleton seems to be the most common name on Long Island, as although the first settler there was Shubael Williams from Stonington, Conn., John Pendleton Farrow's "History of Islesborough, Maine" (Bangor, 1893) records that three Pendletons moved there from Westerly, R.I., before 1800; these three apparently were not closely related.

The Westerly Pendleton of concern to this narrative was born in 1719 and named Thomas. He went to sea and became a Greenland whaling captain; he married Dorcas Dodge of Block Island in 1741. On one of his voyages he touched at Castine, liked the Penobscot Bay country, and determined to settle there. In 1753 he sold his Westerly estate for £1130, and in 1766 he took up 900 acres on Long Island. His whole family soon followed and settled there with him.

Of Thomas Pendleton's 10 children, the third was born in 1745 and named Samuel. In 1766 he married Bathsheba Dodge of Block Island, and then settled on his father's land at Pendleton Cove, building a house there in 1772. Of his 11 children, the eldest, Dorcas, born 2 Dec. 1767, is said to have been the first white child born on Long Island, and the 7th (third son), born in 1784, was named Mark.

What there was about Block Island girls, we have not yet found out, but in 1806 Mark Pendleton married Lydia Ball of Block Island. They had 12 children, of whom the third, Mark Jr. (1811-1888) married Eliza J., daughter of Fields Coombs. Young Mark followed the sea and had 8 children. Two died young, one married Lester A. Lewis of Brooklyn, the four ol-

der sons all became shipmasters, and the youngest son became a newspaper publisher.

The record of Mark Pendleton's seafaring has not been preserved, except that he appears to have been principal (if not sole) owner of the 89-ton schooner CONVERT, built at Islesboro in 1842. Only a couple of vessels were later built at Islesboro, and the Pendletons thereafter had their vessels built on the mainland, at Bangor or Belfast.

Of Mark Pendleton's children, Richard P. was born in 1839. In 1882 he was master of the schooner WM. FLINT, and from 1883 to 1885 he had the LESTER A. LEWIS. He seems to have owned a smaller interest than his brothers in most of the family schooners, and we have no other information on him.

Fields C. Pendleton was born in March 1842. His first wife was Lucinda Seely, but she died childless only two years after their marriage in 1863, and he married Mrs. Sabrina P. Brown in 1866. They had 8 children, 6 of whom were girls; the other two were Fields Seely (1870-1923) and Edwin S. (1877-?). In 1877, Captain Fields C. Pendleton took command of the new schooner LESTER A. LEWIS, leaving her in 1882 for the F.C. PENDLETON, and taking the ELIZA J. PENDLETON in 1891, in which he owned the largest share, 13/64.

Guilford D. Pendleton (1845-1927) married Mrs. Orissa P. Durgin in 1869; they had a son, Richard Dudley, and three daughters. Captain Guilford had the WM. FLINT from 1878 to 1881, the WILLIE L. NEWTON from 1881 to 1885, and the ANNA PENDLETON in 1890. He died at his winter home in Brooklyn and was buried at Islesboro.

The next Pendleton child was Winfield S. (1847-1911). Like his older brothers, he was bred to the sea, shipping at 14 as cook on a coaster and attaining command at 19.

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In 1871 he married Lucy A. Philbrook (1853-1906), and they had 7 children. Captain Winfield took command of the new schooner STELLA M. KENYON in 1880 and of the MARY L. CROSBY in 1889, though he is stated to have retired from the sea at 40. He seems to have been in the shipbrokerage business with his brothers in Brooklyn, N.Y., for a few years, and then to have returned to Islesboro. This must have been in 1888, as he served for 23 years as a selectman in his native town. At Islesboro he conducted a wood, coal, and lumber business and ran two general stores. He was elected to the Maine legislature in 1880 and in 1905, and to the State Senate in 1910.

The next child of Mark and Eliza Pendleton was Lavinia Eliza (1850-1915), who married Lester A. Lewis, of whom more presently. They had one son, and it is from their grand-daughter Elizabeth, now Mrs. Paul Boulon of Newport News, Va., that we have derived most of the information in this story.

The youngest of the eight was Mark Pierce Pendleton (1860-1897). Instead of following the sea like his older brothers, he entered the office of the Belfast "Age", and eventually bought the paper. Like his father, he was a Democrat, and during Cleveland's first term, he was postmaster at Islesboro. In 1889 he was elected to the Maine legislature; during Cleveland's second term he served as consul at Pictou, N.S. The bleak climate proving too much for his health, he moved for a time to Colorado, dying at his sister's home in Brooklyn on his way back to Maine.

The first vessel that we have identified as owned in by this generation of Pendletons was the schooner HANNIBAL, 143 tons, which was built in the Crosby yard at Bangor in 1856 and rebuilt there in 1871 with Winfield S. Pendleton as master. In 1874 the 198-ton two-master MARK PENDLETON was built by the Crosbys, and in 1877 they completed the 249-ton three-master LESTER A. LEWIS. This vessel represented the initial venture into shipowning by the husband of Lavinia Pendleton Lewis, and it is thanks to a ledger carefully kept by him of the financial details of all his business activities that we know something of the fortunes of the Pendletons for the next 15 or 20 years.

Lester A. Lewis (1845-1928) was born at Exeter, N.Y., the son of Nathaniel and Cornelia Greene Lewis. It is stated that his father was an officer on the vessel that

discovered Palmer Land (now called the Palmer Peninsula) in the Antarctic in 1820, but we have been unable to verify this. At any rate, it appears that Nathaniel Lewis was a prosperous dairy farmer near Schuyler Lake, N.Y. One of his daughters married Albro J. Newton, a partner in Kenyon & Newton, lumber dealers and planing mill operators of Brooklyn, and on 1 Oct. 1866 Lester A. Lewis went to work for Kenyon & Lewis.

From the careful accounts that he kept of his personal finances, one might judge that Lewis' early work with the firm was concerned with bookkeeping. From 1867 to 1874 the firm was Kenyon, Newton & Scoville, but the former name was restored in 1874. In 1897 it was reorganized as Albro J. Newton & Co., with Lewis as a partner, and in 1915, when he retired to live with his son in Florida, he was vice-president.

There is evidence of close association between the Lewises and the Pendletons soon after the marriage of Lester and Lavinia in 1875. Captain Winfield Pendleton's second son, born that year, was named Lewis N., for example, and he named another son Lester A. And so it is not surprising that when the next Pendleton schooner was building in 1877 Lester A. Lewis put up \$1008.75 for a 1/16 interest, and in turn the vessel was named for him. Built in the Crosby yard at Bangor, the LEWIS grossed 249 tons, was reckoned at 323 tons, carpenters' measurement, and carried 435 tons, deadweight. Her total cost of \$16,140 is almost exactly \$50 a ton, carp.meas. Beside the Lewis 1/16 the Pendletons, father and sons, owned a total of 5/16, the Crosby family held 7/16, F.H. Smith of New York City held 1/8, and Emma J. Chesley of Winn, Me., held the last sixteenth.

Lester Lewis' initial venture into shipowning started off as a highly successful investment. For her first five years of trading, the LESTER A. LEWIS, which was fortunate in catching the early years of the booming business in shipping Kennebec ice to New York City, paid dividends of 17% to 21%, which, with a 12% dividend in 1883, more than returned her initial cost. For the next 5 years, however, the returns were between 5% and 9%. On 17 March 1889 she was run down off Scotland Light by a Savannah steamer, which carried away her entire port quarter, and the Captain, Amasa Hatch, was carried away in the wreckage and lost. The schooner was gotten into New York and discharged, and then was towed to

Belfast, Me., for repairs. She went to sea again in July 1889, but had barely earned back the cost of her repairs when she had the misfortune to get ashore in Hampton Roads. Incidentally, throughout the accounts it appears that no insurance was ever carried on the Pendleton fleet. Finally, in 1891 the LEWIS paid a 16% dividend. (Perhaps this sum reflects recovery of damages against the Savannah steamer, although there is nothing in the accounts to indicate this.) Her earnings in the next three years were 5%, 8%, and 6%, and by the end of 1894, Lewis' original \$1008.75 had repaid him \$1854.26.

For the next four years, there are no returns from the LESTER A. LEWIS, and her account closes with a description of her loss in the great storm of 26 and 27 December 1898. She succeeded in making Provincetown harbor, dropped anchor, and furled sails. "But the storm continued in its fury, driving vessel ashore, and the Capt. Nelson Kimball with five other seamen perished in the rigging. Vessel went to pieces." Colcord noted that the five other hands were all master mariners from schooners laid up at Islesboro. There was in those days, of course, no thought of responsibility on the part of the owners toward the dependents of the men lost, and an additional item of \$25, apparently representing salvage from the wreck and any profit from her last four years, closed the books of the LESTER A. LEWIS.

The next Pendleton venture into ship-owning was an extremely profitable one. They bought an ancient two-master, the WILLIAM FLINT of 250 tons, originally built at Waldoboro in 1863, paying \$400 for her from C.H. Bradford & Co. The Crosby Bros. rebuilt her at Bangor in the autumn of 1878 for \$4560, each of the three brothers taking 1/8 interest. Lester Lewis' 1/16th thus cost him \$310, while Mark Pendleton owned 9/32, three of his sons 31/128, Capt. Chas H. Dodge of Islesboro 1/128, and J.P. Wiggin of Scarboro, Me., had the odd 32d. A nearly new schooner carrying 430 tons was a bargain at this price in 1879, and the WILLIAM FLINT paid 43% in her first year, in spite of being caught in a severe gale off Barnegat in March and April 1879, while bound from Charleston to New York with a cargo of yellow pine, losing her foresail and sustaining other damage. The next year she returned 54%, and in 1881 paid 39%, after having been given up for lost between New York and Charleston, finally arriving 36 days out, with most of her sails gone.

(to be continued)

## THE CROSBYS OF BANGOR

We mentioned in the previous story that several Pendleton vessels were built in the Crosby shipyard at Bangor, Me. A California LOG CHIPS reader, C.F.H. Menges, sent us a comprehensive list of Crosby vessels since 1841, compiled by Professor Alpheus Crosby Lyon of Bangor, and this is an appropriate place in which to print it, together with some additions by R.B. Applebee.

The Crosby yard was located at the south end of Bangor, near the Hampden town line, where the Maine Central now crosses U.S.1 on a "tin bridge." The land was first occupied by Major Timothy Crosby, passing to his son, also Timothy, and then to George, John H., and Benjamin S. Crosby, his sons, who composed the firm of Crosby Brothers.

Major Timothy Crosby, a veteran of the War of 1812, was the son of Simon Crosby, a shipwright and pioneer settler of Bangor, having been one of 8 men who came there in 1769. General John Crosby, a brother of Major Timothy, moved to Hampden and built some ships there, but was primarily a grain merchant. His son John went out to Minneapolis and with a man from Oldtown, Me., formed what is now the Washburn-Crosby Milling Co.

Major Timothy was a shipwright and spar-maker, but there is no record of any new construction by him, as he died in 1825, and the first new vessel from the Crosby yard is not recorded until 1832. Here is the list:

1832	Sch	NEW ENGLAND	133 tons
1834	Sch	GEORGE	131
1834	Sch	CORDELIA	119
1835	Sch	APPHIA	119
1840	Sch	ELIZABETH LELAND	153
1841	Sch	TYRE	135
1842	Brig	ORCHILLA	180
1845	Brig	SARAH	196
1846	Sch	OTTOMAN	141
1847	Sch	HENRY CROSEY	110
1847	Brig	SHAKESPEARE	185
1847	Bark	TIVOLA	194
1848	Brig	EDINBURGH	179
1850	Brig	TIMOTHY CROSBY	170
1851	Sch	CONNECTICUT	125
1851	Brig	KATE FOSTER	199
1852	Sch	OCEAN WAVE	147
1853	Brig	PENOBCOT	225
1854	Brig	LUCY HAYWOOD	199
1855	Brig	FANNIE BUTLER	239
1855	Brig	SEA FOAM	183
1855	Brig	DAZZLE	189
1855	Sch	J. HATHORN	185
1856	Brig	MARY STEWART	283
1856	Sch	HANNIBAL	175
1857	Brig	ANNA WELLINGTON	296

	LOG CHIPS	tons
1861 Bark	AMANDA	old 598
1863 Bark	JAMES E. BRETT	new 532
1864 Sch	EILLA HODSDON	197
1864 Sch	ELLEN PERKINS	172
1864 Brig	FIDELIA	331
1864 Brig	HATTIE	345
1865 Ship	S. D. THURSTON	1219
1866 Brig	NIMWAUKEE	347
1866 Brig	RABBONI	242
1867 Brig	HARRY STEWART	299
1867 Sch	KENDUSKEAG	148
1867 Sch	ANNA LELAND	139
1869 Sch	EMMA GREEN	190
1869 Sch	PENOBSQUIT	157
1874 Sch	MARK PENDLETON	194
1875 Brig	HARRY SMITH	520
1875 Brig	CORA GREEN	247
1877 Brig	HAVILAH	533
1877 Tern	LESTER A. LEWIS	250
1881 Tern	WILLIE A. NEWTON	386
1882 Tern	F. C. PENDLETON	409
1883 Tern	MAUD SNARE	279
1883 Brig	TELOS	391

Probably most of the brigs in the above list were actually half-brigs. We left out of her proper order the 123-ton schooner MARS HILL, built in 1841.

A 213-ton (old) schooner built in 1864, the MOSES PATTEN, has also been credited to the Crosbys, but according to Colcord she was built in the Dunning yard at Brewer, and her first document confirms Brewer as her building place. John L. Crosby and S.D. Thurston, copartners, owned  $\frac{1}{2}$ ; Thurston & Crosby are listed as builders of the JAMES E. BRETT and ELLEN PERKINS, at this same period; but in the case of the MOSES PATTEN they seem to have invested in a vessel not built in the Crosby yard.

After the Crosby brothers gave up building in their own yard, they continued to invest in Pendleton schooners built in other yards, at least until 1891. The shipyard site was sold about 1903 and eventually was acquired by the Standard Oil Co., which has built a pier and oil tanks on the site.

In addition to the new work listed above, the Crosbys did some rebuilding. Their HANNIBAL of 1856 was rebuilt in 1871, to be commanded by Capt. Winfield S. Pendleton, and the rebuilding of the WILLIAM FLINT in 1878 has already been noted. Their OTTOMAN of 1846 was rebuilt in 1870 as the GEORGE SAVAGE, but whether by them at Bangor or at Brewer is not clear.

Dr. Lyon has half-models of the AMANDA and FIDELIA, modelled by John H. Crosby.

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#### SAILING SHIP NEWS

ATLANTIC, aux. 3m. sch.yct (built as MOBY DICK at Wilmington, Del., 1923) has been acquired by the Texas A. & M. Foundation as a research vessel; will be moved from her lay-up berth at Milwaukee down the Mississippi to the Gulf.

C.A. THAYER, 3m.sch. For sale in Puget Sound for \$20,000, including sails.

CHARLES R. WILSON, 3m. sch. For sale for \$5000, without sails or complete outfit. CUTTY SARK, Br. ship. An organization has been formed to raise funds to preserve her in a dry berth at Greenwich. Send contributions to Cutty Sark Preservation Society, Palmerston House, 51 Bishopsgate, London EC 2.

MADALAN, Port. aux. bgn. 6 Dec. arr St. Vincent, CVI, 21 days from Providence, R.I.

PACIFIC QUEEN, ship. Frank G. Kissinger, her owner, died aboard her at Sausalito, 22 Nov., aged 52. He was a native of Dallas, Tex., and a former carnival stunt-man.

PRINS VALDEMAR, 4m.bktn. Has been scrapped at Miami after long service there as an aquarium, on dry land.

SALTESEA, Long Island Sound oyster boat. Was built at Poughkeepsie, N.Y., in 1822 as the sloop JAMES MORGAN; converted to a paddle-tug at New Haven, Conn., about 1880; now a motor vessel. Oldest vessel in American merchant marine. Raymond Gladding, owner, left Bristol R.I. with his wife and 7 children in her for Florida in November.

TRADE WIND, aux. 4m.sch. Built 1919 at Victoria, B.C., as VANCOUVER; sold to Japanese owners in June 1941. The Hartford (Conn.) "Courant" reported last July 6th that she was the SEIKI MARU, torpedoed by the USS S-41 on 28 May 1943 in 50 N, 155 E.

WAJONA, 3m.sch. R.E. Pedersen still hopes to get her to sea in 1953.

(With thanks to Harold Huycke, Ed Collins, Bob Goddard, Giles Tod, W.J. Gilman, Alec Brown, and Gordon Jones for items.)

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#### IRISH PENNANTS

CORRECTION TO THOBER LIST--On page 22, delete the bark ALICE. We added this name to Mr. Thober's copy; turns out to be a garbled report of the launching of ILLIE, with the tonnage of the 1874 ALICE grafted onto it.

ADDITION TO BEAN LIST--On page 135, vol. 2, add the 3m.sch JOSEPH HILTON, 438 tons, built in 1883 and lost that winter.

MORE ON ALEXANDRIA STORY--- Capt. Harold G. Foss of Cambridge, Mass., has pointed out that we forgot to give the name of the last schooner built at Alexandria (p.28). This vessel was the HENRY S. CULVER.

Regarding the ROBERT PORTNER, Capt. Foss writes that she was lost in the Indian Ocean in 1877 with a cargo of rice from India for England. This is believed to be the only voyage of that nature ever undertaken by an American schooner. Captain David Strange of Marshfield (a suburb of Boston, Mass.) and his crew had quite a trying experience getting home after their schooner was wrecked.

Capt. Charles Strange, his brother, was master of the HENRY A. PAUL, a vessel of about the same size as the PORTNER, both being considered good sized schooners for those days. The PAUL was wrecked on Tristan d'Acunha, bound for Cape Town, and both brothers arrived home just about the same time after losing their vessels.

MORE ON CARLLS--- Add to the list on p.32 the following:

1872	2m.Sch	W. H. VAN NAME	97
1883	3m.Sch	ANNA B. HUTCHESON	251
1883	3m.Sch	MOLLIE J. SAUNDERS	559

For the first-named we are indebted to M.V. Brewington, who writes that she ended on Chesapeake Bay, along with BLACK BIRD ex DAVID CARLL of 1876. Her plans are in "Forest & Stream" in the '80's (though we have not located the number yet) and her model is in a packing house at Cambridge.

Dr. A.L. Van Name Jr. of Urbanna, Va., sends us a snapshot of the B. CARLL under sail (and a beautiful vessel she was) and writes the other was always known as the WILLIAM H. VAN NAME. She was lost in her prime, shortly after 1900, by ripping her bottom out on an unmarked sunken barge on the Horse Shoe while running back into Hampton Roads in a snow storm. She was dynamited on the spot, and her captain, Al Simmons, wept when he set off the charge.

She was built for Van Name Bros. of Staten Island, a large oystering house with retail shop in Manhattan, their own boats, packing house, and grounds. They were pioneers in the York River oyster business. The W.H. VAN NAME was considered a smaller sister of the DAVID CARLL, but was faster except in very strong winds; in fact, she was reputed the fastest boat that worked for a living out of New York Harbor. The BLACK BIRD's registry was abandoned in 1928, when she was beached after being worn out in service.

HILLS' LIST CLARIFIED--- On p.114 of v.2, in reviewing "Shipshape and Bristol Fashion," we questioned whether SITA (no.13) was actually a different vessel from GLADYS (no. 12). Mr. John G.S. Hill has written us that

LOG CHIPS was correct, and that the first GLADYS was sold after launching but before being documented, and renamed SITA. "Lloyd's Register" for 1839 contains listings under both names, with no cross-reference. Mr. Hill writes further that GAYTON, PHYL-LIS, and GLADYS (I) were built from one plan, trying experience getting home after their schooner was wrecked.

BRIGHT NOT BALDHEADED--- Captain J.S. McCullough writes concerning our suggestion that the sail plan of a five-masted baldheader in Underhill's "Deep-Water Sail" belongs to BRIGHT (p.18) that he sailed in company with the BRIGHT on the East Coast in the early '20's and that she then had topmasts. We will pursue the matter further as the occasion permits.

SEATTLE HAS A MARITIME MUSEUM--- The Puget Sound Marine Historical Society opened its display room on 29 November at 81 Columbia St., Seattle, on the premises of the "Marine Digest." It will be open to the public from 1 to 4 PM, Monday through Friday. The first exhibit has 150 items connected with the Pacific Northwest.

DEATH OF A SHIPBUILDER--- Frank L. Fulton, 61, died in San Francisco late in 1952. He was a native of Port Orchard, Wash., and began his shipbuilding career in association with his uncle, Charles E. Fulton, in Los Angeles Harbor in 1918. In 1924 he established his own yard at Antioch, Calif., building tugs and fishing craft. During World War II he turned out 25 tugs, minesweepers, and coastal transports for the U.S. Navy. We met him in 1947 in connection with the conversion of a former Navy minesweeper into the USF&WLS vessel T.N. GILL. At the time of his death, his Antioch yard was again engaged on new construction for the Navy.

LIST OF SHIP PHOTOS--- We have received "List No.1" from Ship Prints, 656 Tyler Street, Oakland 3, Calif., listing several hundred prints for sale, mostly of Western vessels.

EARLY VIRGINIA STEAMBOATS--- Two volumes of offset reproductions of typescript copies of contemporary newspaper stories on the first steamers in Norfolk Harbor and North Carolina waters are available from J.E. Emmerson, P.O. Box 112, Portsmouth, Va.; \$3 each or \$5 for the two, paper bound.

## BOOK REVIEWS

MARCH, Edgar J., "Sailing Drifters," xvi, 382 pp.; 191 ill.; 76 figs., 28 plans; glossary; index. Percival Marshall & Co., London, 1952. Price 63s (\$8.85).

This is the story of the herring luggers of England, Scotland, and the Isle of Man. A drifter is a vessel that fishes for pelagic fish such as herring, mackerel, whiting, or pilchard, by lying to a long string of gill-nets that are shot chiefly at night, when the fish are near the surface. In these vessels the three-masted square rig of the old Dutch busses was modified first into a three-masted lug rig, and later into a two-masted rig, either lug or ketch.

It was on the East Coast of England, notably out of Yarmouth and Lowestoft, that the ketch rig was chiefly used. It was copied in Holland (where the craft are still called "loggers") and in France, some of the French vessels being built in Lowestoft. The other coasts clung to the lug rig, in the Cornish drivers, Manx nickeys and nobbies, and Scots fifies and zulus, until steam and motor drifters replaced the sailing craft.

In compiling this work, the author has relied extensively on the memories of men who could give information from first-hand experience, and the result is a picture of drifter fishing as a way of life, as well as a detailed survey that goes far beyond anything that previously has been written on the various vessels. The graphic material in the book is especially noteworthy, being a combination of pen drawings of minutiae of rigging, deck fittings, and hull construction; a series of splendid photographs of craft under all imaginable circumstances; and a remarkable range of plans, both "take-offs" and a few rare builders' plans and plans from the Washington report of 1849.

The statutory requirement that fishing craft of Northern Europe be plainly marked with letters and numbers indicating the hailing port and the individual vessel makes it possible to identify most of the boats shown in the photographs, and their value as evidence is thereby greatly enhanced.

A few of the plans, as we have remarked before concerning books from this press, partly disappear into the binding, and the author's use of commas between sentences could have been better edited. We are eagerly awaiting his "Sailing Trawlers,"

however, which is promised for the near future. "Sailing Drifters" is obviously destined to become the standard work on the vessels types it covers, and it will serve as a constant source of inspiration for the modeller or painter who is seeking to uncover fresh subjects.

"THE LYITLE LIST. Merchant Steam Vessels of the United States, 1807-1868;" compiled by William M. Lytle from official merchant marine documents of the United States and other sources; edited with an introduction by Forrest R. Holdcamper; xiv, 294 pp. Publication no. 6, Steamship Historical Society of America, Mystic, Conn., 1952. Limited edition, 1000 numbered copies. Price \$5.00.

W.M.Lytle (1859-1944) joined the Treasury Department in 1881 as a clerk, transferred to the new Bureau of Navigation in 1884, and rose to be its Deputy Commissioner in 1927. In 1899 he published an account of early iron shipbuilding in the U.S., and in 1931 a list of steam vessels built in the United States from 1807 to 1856. From the time of his retirement in 1932 until his death, he devoted himself to playing golf and in revising and extending his list.

The importance of Mr. Lytle's work was realized by two members of the National Archives staff, where he kept his notes, Forrest Holdcamper and John Nolen. (These same two are responsible for much of the official data used in LOG CHIPS.) Together with C.Bradford Mitchell of the Steamship Historical Society, and on their own time, they checked, revised, and expanded Mr. Lytle's material and put it in shape for publication.

As now issued, the list is divided into four parts. Part A is an alphabetical list of every steam vessel documented in the United States from 1807 through 1868, giving type of propulsion (screw, stern-wheel, side-wheel), official number (after 1866), tonnage, place and year built, and the year in which documentation ceased as an American steam vessel. Footnotes cover changes of name, status as government vessel, and conversions to sail.

Part B is a tabulation of losses of steam vessels built from 1807 to 1867, arranged by year of building; Part C lists sailing vessels converted to steam in the same period; and Part D lists some 400 vessels mentioned in contemporary accounts but for which no documentation has been found.

In all, about 10,000 vessels are covered, the earliest being Fulton's NORTH RIVER STEAMBOAT of 1807, which apparently was never documented as CLERMONT, the name by which she is generally known today. The reproduction of the list is a handsome example of the art of photolithography from varityped copy.

We have one small comment concerning the material presented, and we hope a possible revised edition will clarify the matter. It is stated that the tonnage given is wherever possible that used on the earliest document. However, the system of measuring tonnage of steam vessels was changed radically in 1864 and again in 1865, and for vessels built in those years it should have been clearly indicated to which system the tonnage figure given corresponds.

Considering that the Lytle List is based almost wholly on official government records, it is a sad commentary that it had to be compiled by a group of much-maligned "government clerks" on their own time, and that its publication, representing in bulk about a week's accumulation of the doggerel and "extended remarks" that clutter the "Congressional Record" (and in a considerably smaller edition), had to be undertaken by a small and financially hard-pressed society.

NOEL, John V., Jr., "Naval Terms Dictionary," viii, 247 pp. D. van Nostrand Co., New York City, 1952. Price \$4.50.

The title of this work should have been "Dictionary of United States Naval Terms," as the author, who is currently serving as executive officer of the Department of Seamanship and Navigation at the U.S. Naval Academy, has paid no attention to usages of the navies of other English-speaking lands. Thus he tells us that "rating" is not a proper synonym for enlisted man.

Commander Noel has presented his terms with commendable brevity, perhaps going too far in a few cases, and his material is up to date. He lists, for example, GMT instead of GCT (a change effective this month) and mentions the Uniform Code of Military Justice. Obsolete material, even if current in World War II, has been dropped; he has the new ALFA, BRAVO, COCA alphabet, and the current ABLE, BAKER, CHARLIE, but not the older AFIRM, BAKER, CAST, in good standing 10 years ago.

Eschewing sources, he nevertheless tells us that all definitions are based on offi-

cial publications. It is somewhat surprising, therefore, to learn that official definitions exist for such terms as meat-head, sack, hot rock, and feather merchant; these doubtless reflect the existence of that informal but still official monthly, "All Hands."

Sometimes the choice of terms to be included seems a little capricious; thus, seiche, seamount, swell, and cusp are listed, but not tsunami, guyot, sea, and tombolo. In the field of ordnance, the covering is especially sketchy, and we could not find AP, SAP, STA, cartridge case, primer, propellant, red end, or shrapnel. In the field of hydrography, the tide tables and current tables are stated to be published by the Hydrographic Office instead of the Coast & Geodetic Survey; Hydro is no longer part of the Navy Department; and the Light List and List of Lights are the same thing, with the Coast Guard having responsibility for the volumes covering the U.S. and Hydro for the rest of the world.

It is not mentioned that "shift colors" involves the jack as well as the ensign; separate definitions are given for "soogey moogey" and "suegee," which a little more careful editing would have revealed are the same thing; and what is listed as "Coriolis" should be called "Coriolis force."

"In a seaway" means subject to the rise and fall of wave action, not merely at sea; an ice anchor is not the same as a deadman; and if a "pier head jump" actually means an immediate departure from a ship, it has reversed its meaning from the sailing ship days, and from the current meaning in Her Majesty's Navy.

Commander Noel's book will be useful to those studying the U.S. Navy during the period of the Korean War; but there is still needed a dictionary of American Naval language in World War II.

KERR, George F., "Business in Great Waters, the War History of the P. & O. 1939-1945," 196 pp.; index; 14 pl. incl. 2 in color and one folding panorama. Faber & Faber, Ltd., London, 1951. Price 12s 6d.

In 1937 a centennial history of the Peninsular & Oriental Steam Navigation Co. was published by 'Boyd Cable.' "Business in Great Waters" continues the story through World War II and also tells briefly of the postwar reconstruction of the Company's fleet, which by January 1951 was nearly at prewar strength.

A dozen P.& O. passenger liners were

commissioned as armed merchant cruisers at the outbreak of the war, a service for which, the author tells us, they were not suited, considering the force of their adversaries; they would have been of more use as troop transports. The RAWALPINDI is the best-remembered of these, for her hopeless action in November 1939 against the SCHARNHORST and GNEISENAU.

All but two of the 11 P.& O. cargo ships were war losses, and 8 of the 21 passenger liners, four in the North African invasion. The book gives a Roll of Honour of P.& O. men lost in the war; a list of those earning honors and decorations; and complete lists of the prewar and postwar fleets, with details of the war losses.

his son William, and to engage in shipowning and whaling. The first departure from wood shipbuilding in the Dundee yard was in 1866, when a composite bark, CORONA, was built; in 1867 the yard was destroyed by fire, along with two nearly complete vessels, but it was rebuilt. Alexander died in 1875 at 80, and his son William in 1893, following which the yard was sold to the Dundee Shipbuilders Co., which carried it on till 1906.

Meanwhile, Alexander's sons, James and Alexander, took over the Kelvinhaugh yard; James left the firm in 1859, and his brother John later became a partner. In 1868 a new site at Linthouse was acquired, since the Kelvinhaugh lease was expiring, and in the new yard the manufacture of engines and boilers was also undertaken. Alexander the younger was the principal owner until his retirement in 1894. The firm was incorporated in 1900, after his death, and became a public company in 1946; three of the present six directors are his grandsons.

The book contains a list of all vessels built in the various Stephen yards since 1825. Comparison with the lists in volumes 1 and 2 of LOG CHIPS reveals only one discrepancy, a bark DIANA stated to have been built in 1891 of wood. Checking, however, reveals that the DIANA was actually the sealer HECTOR of 1870, rebuilt.

CARVEL, John L., "Stephen of Linthouse; a Record of Two Hundred Years of Shipbuilding 1750-1950," 211 pp., index; 18 color and 36 b.& w. ill. Alexander Stephen & Sons, Ltd., Linthouse, Glasgow, c.1951. Price, 20 shillings.

A history of the Stephen firm was published in 1932, under the title "A Shipbuilding History, 1750-1932," but, the stock being nearly exhausted and the firm having reached the two-century mark, an entirely new version was commissioned of Mr. Carvel.

The first shipbuilding Stephen was named Alexander, a farmer's son from the Moray Firth, who commenced building at Burghead in 1750 at the age of 28. As apprentice, he took his nephew William (1759-1838), who after 10 years at Burghead was associated for a time at Footdee, Aberdeen, with James Cochran, father-in-law of the noted Alexander Hall, and in 1793 began building on his own account at Footdee.

William Stephen's second son, Alexander, joined him at Aberdeen, but his eldest son, also William, started a yard at Arbroath and failed in 1827, taking down his father with him. The family business was reorganized as Alexander Stephen & Sons in 1828. The Aberdeen yard was given up in 1830, and in 1843 one was established at Dundee, when construction of a new rail line forced closing of the Arbroath yard.

The firm also operated vessels to carry their timber, but a great step forward was taken in 1850, when a site was leased at Kelvinhaugh, Glasgow, and iron shipbuilding was begun. Alexander returned to Dundee in 1858 to run the yard there with

"ALL FLAGS OF THE WORLD," 63 pp., 156 colored illustrations of flags. Arti, Alkmaar, Holland, 1951. Price Fl.2.50 (say, 70¢).

This is another of the useful four-language picture encyclopedias, being No.1 of the series. In addition to up-to-date illustrations of flags, with such novelties as Vietnam, Ceylon, and Trieste, it gives the capital, area, and population of each country, with sketch-maps locating them.

WHITE, E.W., "Handbook of the collections illustrating British fishing-boats and coastal craft," 48 pp.; 18 pl.; bibl.; index. Ministry of Education, Science Museum, London, H.M. Stationery Office, 1952. Price 3s 8d from Science Museum, London SW 7.

This is Part II of the descriptive catalog of the Science Museum collection of British small fry, Part I, the historical survey, having appeared in 1950. Part II describes 116 models and also lists 153 sets of plans, photographic copies of which may be purchased at the Museum.

(Book reviews continued on page 47)

THREE-MASTED SCHOONERS BUILT ON THE ATLANTIC COAST, continued from p.141  
1888, continued.

J. FRANK SEAVEY	412 Bath, Me.	New England S.B.Co.	Founded 3 March 1920.
JAMIE CARLETON	496 Rockport, Me.	Chester Pascal	Lost 1890.
JEREMIAH SMITH	409 New London, Conn.	James Davidson	Founded 14 Mar. 1920
JOHN PEIRCE	405 Bath, Me.	New England S.B.Co.	Founded 26 Dec. 1920.
JOHN I. SNOW	196 Rockland, Me.	I.L. Snow	Wrecked 14 Jan. 1907.
MYRA J. SPEAR	156 Bath, Me.	Kelley & Spear	Founded 28 Dec. 1908.
RICHARD F.C. HARTLEY	469 Bath, Me.	Kelley & Spear	Wrecked 2 Sept. 1913.
ROGERS	266 Millbridge, Me.	Austin Dyer	Lost 1893.
SAMUEL V. HALL	322 Frederica, Del.	Nathaniel Lank	Lost 1898.

## 1887

BOOTH BROTHERS	347 Madison, Conn.	Wm. C. Miner	Lost 1893.
C. C. DAVIDSON	115 Milton, Del.	C. C. Davidson	Lost 1904.
C. C. WEHRUM	395 Wilmington, Del.	Jackson & Sharp Co.	Wrecked 6 Jan. 1924.
CARRIE A. LANE	800 Bath, Me.	A. Sewall & Co.	4m. 1900; lost Mar. 1918.
EDGAR C. ROSS	399 Bath, Me.	New England S.B.Co.	Abandoned 13 Jan. 1910.
F. G. FRENCH	184 Bath, Me.	T. M. Hagan & Co.	Sold foreign June '10.
GARDINER B. REYNOLDS	397 Boston, Mass.	J. M. Brooks	Founded 5 Dec. 1907.
HETTIE J. DORMAN	124 Milton, Del.	David H. Atkins	Lost 1900.
HOWARD H. HANSCOM	779 New Haven, Conn.	H. H. Hanscom	Missing Nov. 1898.
JENNIE E. RIGTER	647 Madison, Conn.	Wm. C. Miner	Torpedoed Oct. 1917.
JOHN C. HAYNES	757 Bath, Me.	G.G. Deering	Lost 1895.
MATTIE E. EATON	620 Thomaston, Me.	Washburn Bros.	Lost 1893.
MILLVILLE	365 Camden, N.J.	Morris & Mathis	Wrecked 7 Jan. 1913
PHINEAS W. SPRAGUE	778 Thomaston, Me.	Dunn & Elliot	Wrecked 20 Mar. 1917.

## 1886

ANNA E. J. NORSE	733 Bath, Me.	B.W. & H.F. Morse	Lost 1902.
CHARLES F. TUTTLE	776 West Haven, Conn.	Gesner & Marr	Abandoned 17 Sept. 1906.
CHILDE HAROLD	781 Bath, Me.	New England S.B.Co.	Submarines 21 Jun. 1917.
FRED A. SMALL	619 Machias, Me.	John Shaw	Wrecked 12 Mar. 1909.
HENRY S. WOODRUFF	220 Essex, Mass.	John James & Co.	Lost 1896.
IDA H. MATHIS	507 Camden, N.J.	Morris & Mathis	Missing Nov. 1898.
J. S. HOSKINS	411 Bath, Me.	New England S.B.Co.	Abandoned 8 Feb. 1910
JAMES C. CLIFFORD	377 East Boston, Mass.	J. M. Brooks	Abandoned 14 Apr. 1909.
JONATHAN SAWYER	399 Bath, Me.	New England S.B.Co.	6 Nov. 1907 lost Me. coast
LIZZIE J. CALL	206 Portsmouth, N.H.	Wm. F. Fernald	Sold Portuguese Dec. '20.
SAMUEL DILLAWAY	739 Bath, Me.	Deering & Donnell	Wrecked 4 Jan. 1916.
VAN NAME & KING	735 New Haven, Conn.	J. Doyle	Founded 6 Oct. 1905.
WILLIAM W. CONVERSE	745 New Haven, Conn.	H. H. Hanscom	Wrecked 18 Oct. 1910.

## 1885

CITY OF PHILADELPHIA	386 Bath, Me.	New England S.B.Co.	Lost 1896.
CONECUH	822 Richmond, Me.	T.J. Southard & Son.	Lost 1894.
CORNELIA SOULE	306 Madison, Conn.	Miner & Son.	Lost 1902.
DAVID LEE	640 Camden, N.J.	Samuel W. Tilton	Sunk Feb. 1886.
ED. C. ALLEN TRUE	824 Bath, Me.	William Rogers	Lost May/June 1896.
EDWARD G. TAULANE	440 Mays Landing, N.J.	Samuel Gaskill	Lost 1891.
EMILY S. BAYMORE	255 Dennisville, N.J.	J.H. Diverty	1920 barge NANTISCO; abandoned (junked) '30.
FANNIE & FAY	233 New London, Conn.	J. Davidson	Lost 29 June 1925.
GROVER CLEVELAND	92 Bath, Me.	Deering & Donnell	Sold foreign 1887.
J. T. TOWNSEND	635 Camden, N.J.	S. W. Tilton	Renamed WILLIAM IRELAN
	in August 1885.	Missing December 1885,	Phila. to Charleston SC
J. MANCHESTER HAYNES	795 Waldoboro, Me.	L. H. Storer	Abandoned 26 Feb. 1919.
JOSE OLAVERRI	661 Rockland, Me.	Cobb, Wight & Co.	Wrecked 23 July 1908.
KATE E. NORSE	735 Phippsburg, Me.	John G. Morse	Lost 1889.
MAGGIE S. HART	679 Waldoboro, Me.	A. R. Reed	Missing Dec. 1909.
MARY A. TRUNDY	425 Newburyport, Mass.	Atkinson & Fillmore	Lost 1891.
MOLLIE RHODES	226 Jonesboro, Me.	Wm. L. Tupper	Lost 15 Dec. 1910

## 1885, continued.

NAT MEADER	278 Wiscasset, Me.	J. M. Haynes	Founded 26 June 1918.
ST. THOMAS	742 Phippsburg, Me.	C. V. Minott	Lost 1901.
VIOLA W. BURTON	125 Camden, N.J.	S. W. Tilton	Lost 1889.
WM. E. DOWNES	753 Bath, Me.	George Hawley	Sold Spanish July '18.

## 1884

A. & M. CARLISLE	350 Milford, Del.	Simpler & Revelle	1916 Spanish CARMEN.
ADA BAILEY	521 Bath, Me.	A. Sewall & Co.	Lost 1894.
ALFARETTA CAMPBELL	671 Rockland, Me.	A. F. Ames	Lost 1889.
AMANDA C. PARKER	472 Mays Landing, N.J.	Sameul Gaskill	Lost 1891.
ANNIE E. RUDOLPH	195 Camden, N.J.	J. & F. McDonnell	Lost 1897.
APPHIA & AMELIA	250 Yarmouth, Me.	Loring & Cobb	Lost 1890.
BESSIE BROWN	260 Bethel, Del.	R. McIlvane	Lost 5 May 1915.
BRADFORD C. FRENCH	968 Kennebunkport, Me.	D. Clark	Founded 5 July 1916.
C. A. WHITE	832 Bath, Me.	New England S.B. Co.	Lost 1901.
CARRIE C. WARE	185 Cherryfield, Me.	Joseph Strout	Sold Portugal Sep. 1916.
CHARLES H. VALENTINE		H. H. Hanscom	Wrecked 29 Aug. 1911.

CHARLES W. CHURCH	642 Fair Haven, Conn.	New England Sh.B. Co.	Founded 31 Oct. 1914.
CITY OF BALTIMORE	844 Bath, Me.	Goss, Sawyer & P.	Sold in Nassau 1922.
DORA ALLISON	357 Bath, Me.	J. C. Ellis	Wrecked 17 Aug. 1915.
EDWARD P. AVERY	339 Tottenville, N.Y.	George Hawley	Aug. 1906 rn. ELIZABETH
ELSIE FAY	576 Bath, Me.	Joseph Story	Missing Nov. 1915, Cuba toward New York City.
EMMA C. KNOWLES	171 Essex, Mass.	J. W. Vanneman & Bro.	Jan. 1902 rn. MARIE F.
EMMA J. MEYER	617 Mauricetown, N.J.	CUMMINS; wrecked Delaware Breakwater	14 Nov. 1908.
ETHEL M. DAVIS	412 Milton, Del.	D. H. Atkins	Lost 1895.
ETTIE H. LISTER	305 Yarmouth, Me.	Loring & Cobb.	Lost 1889.
FRANCIS L. COOPER	328 Frederica, Del.	N. Lank	Lost 1894.
FRANK VANDERHERCHEN	202 Camden, N.J.	Samuel W. Tilton	Lost 1887.
GARDINER G. DEERING	537 Camden, N.J.	Samuel W. Tilton	1901 rn. MALDEN;
GEN. S. E. MERWIN	717 Bath, Me.	14 Jan. 1908 founded in 30-20 N., 75-54 W.	
GERTIE M. RICKERSON	732 West Haven, Conn.	Deering & Donnell	Lost 1891.
GRACE COVER	218 Middle Haddam, Conn.	Gesner & Marr	Lost 1901.
GRACE F. LITTLETON	253 Calais, Me.	James H. Woodhouse	Lost 1893.
GRACE K. GREEN	169 Bath, Me.	O. B. Rideout	Lost 1892.
H. S. LANFAIR	405 Portsmouth, N.H.	T. M. Hagan & Co.	Lost 1895.
HARRIET C. KERLIN	317 Baltimore, Md.	Wm. Fernald	Sunk 15 Dec. 1896.
HATTIE DUNN	517 Leesburg, N.J.	J. S. Beacham & Bro.	Lost 1 May 1917.
HENRY CROSBY	435 Thomaston, Me.	John Russell	Lost 6 Feb. 1911.
HENRY SOUTHER	411 Brewer, Me.	Dunn & Elliot	Submarined 25 May 1918.
HENRY P. MASON	715 Thomaston, Me.	Josiah Hathorn	Jan. '18 French CREUSE.
HENRY P. SIMMONS	719 Bath, Me.	S. Watts	Abnd. 15 Oct. 1896.
HERMAN B. OGDEN	647 Camden, N.J.	Adams & Hitchcock	Lost 1904.
ISAAC H. TILLYER	640 Millbridge, Me.	Morris & Mathis	Lost 1889.
J. H. PARKER	598 Dennisville, N.J.	J. W. Sawyer	Lost 1896.
JAMES ROTHWELL	548 Port Jefferson, N.Y.	R. S. Leaming	Lost 1900.
JAMES B. JORDAN	498 Yarmouth, Me.	J. R. Mather	Lost 1904.
JENNIE E. MARSHALL	722 Thomaston, Me.	Hutchings & Stubbs	Wrecked 11 Oct. 1917.
JOHN C. GREGORY	197 Bethel, Del.	S. S. Gerry	Missing Dec. 1911.
JOHN H. TINGUE	379 Newburyport, Mass.	Wm. R. McIlvain	Made barge 1890.
JOHN J. HANSON	552 New Haven, Conn.	Atkinson & Fillmore	Sunk 4 May 1904.
JOHN K. SOUTHER	685 Bath, Me.	H. H. Hanscom	Lost 1899.
JOHN L. TREAT	776 Thomaston, Me.	New England S.B. Co.	Abandoned 15 Feb. 1914
JONATHAN KNIGHT	500 Madison, Conn.	Samuel Watts	Lost near Nassau 1888.
(IRON)	730 Philadelphia, Pa.	E. M. Miner & Son.	Sold Greek 1916.

JULIA FOWLER

224 Essex, Mass.

J. James &amp; Co.

Lost 1896

		1884, continued.
LEVIN S. MELSON	193 Milford, Del.	J.W. Abbott & Bro. Abandoned March 1886.
LEWIS A. HODGDON	166 Boothbay, Me.	Jacob G. Fuller Lost 1894.
LORENZO D. BAKER	966 Bath, Me.	Goss & Sawyer Lost 1889.
(STEAM AUXILIARY)		
LORING C. BALLARD	660 Bath, Me.	New England S.B.Co. Lost 3 Apr. 1915
LUTHER A. ROBY	639 E.Boston, Mass.	J. M. Brooks Lost 11 Oct. 1896.
LUTHER T. GARRETSON	572 Millville, N.J.	James D. Bell Founded 26 Dec. 1915
MAGGIE ANDREWS	615 Newburyport, Mass.	George E. Currier Lost 1893.
MARGARET A. MAY	536 Wilmington, Del.	Jackson & Sharp Co. Founded 26 Aug. 1911.
MARY B. JUDGE	472 Milton, Del.	D. H. Atkins Lost 14 Sept. 1908.
MARY E. MORRIS	439 Camden, N.J.	Morris & Mathis Lost 1894.
MARY J. HUBBARD	561 Milford, Del.	D. Lank Lost 1892.
MAUD H. DUDLEY	393 Bath, Me.	Goss & Sawyer Abandoned 10 Sep. 1919.
MINNIE ROWAN	678 E.Boston, Mass.	Smith & Townsend Lost 1894.
MURIEL S. HAYNES	510 Wiscasset, Me.	J.M. Haynes Lost 1888.
NELLIE W. HOWLETT	568 Dorchester, N.J.	J.W. Vanneman Lost 1903.
NETTIE SHIPMAN	338 Port Jefferson, N.Y.	J.M. Bayles & Son. Lost 12 Feb. 1919.
NEVA MAY	228 Milford, Del.	J.W. Abbott & Son. Lost 1889.
NOROMBEGA	310 Verona, Me.	Wm. Beazley Sunk 16 June 1910.
OLIVER S. BARRETT	634 Bath, Me.	Deering & Donnell Lost 9 Sept. 1906.
PARDON G. THOMPSON	171 Kennebunkport, Me.	David Clark Lost 26 July 1907.
R. D. BIBBER	766 Bath, Me.	G. W. Johnson Lost 17 Sept. 1906.
RACHEL & MAUD	499 Camden, Me.	H. M. Bean Lost 30 Dec. 1886.
REBECCA F. LAMDIN	464 Perry, Me.	J.B. Nutt Sold foreign 1899.
RED WING (IRON)	437 Philadelphia, Pa.	American S.B.Co. Lost 1897.
RELIEF	229 Bath, Me.	William Rogers Lost 1902.
ROGER QUARLES	25 Norfolk, Va.	Scrapped 1909.
ROSE ESTERBROOK	657 Newburyport, Mass.	George E. Currier Lost 1895.
SALLIE I'ON	550 Searsport, Me.	Geo. Merrill Burned 30 June 1912.
SAN DOMINGO	421 Bath, Me.	New England S.B.Co. Lost 1889.
SARAH E. WARD	577 Camden, Me.	H. M. Bean Abandoned early 1900.
T. W. DUNN	707 Thomaston, Me.	Dunn & Elliot Founded 9 Oct. 1916.
W. L. WHITE	659 Rockland, Me.	A. F. Ames Aband. 13 Mar'88; derelict
WARREN ADAMS	667 Bowdoinham, Me.	J.T. Rideout & Co. Mar'16 MAGDA of Barclns.
WILLIAM H. SHUBERT	642 Camden, N.J.	Morris & Mathis Lost 1903.
WILLIAM H. STUART	559 Richmond, Me.	George H. Theobald Lost 1901.
YALE	716 Belfast, Me.	G.W. Cottrall Abnd. 27 Oct. 1899.

BAI, Emil G., "Der Schiffsmodellbauer erzählt," 62 pp., 61 ill; glossary. Verlag Hamburgische Bücherei, Hamburg, 1948. Available from the author, Peterstrasse 36, Elmshorn-Holstein, Germany, \$2.00 postpaid.

Emil Bai, a former seaman, and from 1929 to 1935 a member of Capt. McCann's Ship Model Makers' Club in New York City, is now one of the leading model makers in Germany. In this little book he reveals many of the tricks of his trade, including a chapter on building ships in bottles.

There are no actual plans included among the illustrations, which show so clearly the various stages of building and rigging a model that no great knowledge of German is necessary in order to use the book.

MODEL SHIPWAYS, "Scale Ship Model Kits and Fittings, 1953," 32 pp.; ill. Model Shipways, 476 Main Street, Fort Lee, N.J. Price

This is the 1953 catalog of this well-known firm, with some interesting new items. See also the article "The Ships That Never Get Wet," by Jay Williams, in "True" for January 1953.

EAST COAST MARITIME EXHIBITION; arranged in conjunction with the Colchester and Essex Museum; iv, 33 pp. Colchester and Essex Museum, Colchester, England, 1952. Price 1s 6d.

A catalog of some 300 items illustrative of the maritime history of the East Coast of England, shown at the Museum from 10 to 22 March 1952. Hervey Benham, the well-known author, was the hon. secretary of the exhibition committee.

## SQUARE-RIGGERS BUILT IN THE U.S., by FRANK W. THOBER (Contd. from p. 24)

1878

ALBEMARLE	B	435	Baltimore Md.	Skinner & Son	Baltimore Md.
ALICE KNOWLES	B	303	Weymouth Mass.	N. P. Kean	New Bedford
ANTONIA SALA	B	534	Bath Me.	Wm. Rogers	New York
BELLE WOOSTER	Bkn	480	Franklin Me.	J. M. Blaisdell	New York
BERTHA	B	177	New Bedford Mass.	S. Dammon	New Bedford
C. D. BRYANT	B	929	Searsport Me.	M. Dutch	Searsport Me.
CATHARINE SUDDEN	Bkn	337	Port Ludlow W.T.	Hall Bros.	San Francisco
CHARLES LORING	B	552	Yarmouth Me.	Giles Loring	Portland Me.
CHARLES B. KENNEY	B	1128	Bath Me.	Goss, Sawyer & Packard	New York
CHESEBROUGH	S	1507	Bath Me.	E. & A. Sewall	Bath Me.
CORYPHENE	B	812	Millbridge Me.	Joseph W. Sawyer	New York
DOM PEDRO II	B	490	Baltimore Md.	Skinner & Son	Baltimore Md.
E. L. PETTENGILL	B	842	E. Deering Me.	G. W. Russell	Portland Me.
ECLIPSE	S	1595	Bath Me.	Goss & Sawyer	Bath Me.
EDWARD L. MAYBERRY	B	657	Yarmouth Me.	Giles Loring	Portland Me.
ELIZA J. McMANEMY	Bkn	785	Milton Del.	D. H. Atkins	Philadelphia
EMMA T. CROWELL	B	1137	Bath Me.	Goss & Sawyer	New York
EVIE REED	B	713	Bath Me.	D. O. Blaisdell	Bath Me.
EVIE J. RAY	B	956	Harrington Me.	Alonzo P. Nash	New York
FANNIE L. KENNEDY	B	758	Waldoboro Me.	Kennedy Bros.	New York
FRANK F. CURLING	S	2201	Thomaston Me.	Edward O'Brien	Thomaston Me.
FRANK N. THAYER	S	1648	Newburyport Mass.	John Currier Jr.	Boston
FREEMAN	B	1198	E. Boston Mass.	J. M. Brooks	Boston
FURNESS ABBEY	S	1083	Kennebunkport Me.	N. L. Thompson	Boston
GERARD C. TOBEY	B	1459	Bath Me.	Goss, Sawyer & Packard	Wareham Mass.
GREAT SURGEON	B	908	E. Boston Mass.	D. D. Kelly	Boston
HARVARD	B	1033	Newburyport Mass.	Atkinson & Fillmore	Boston
JAMES BAILEY	S	1531	Bath Me.	William Rogers	Portland Me.
JOHN A. BRIGGS	S	2110	Freeport Me.	Briggs & Cushing	Portland Me.
L. SCHEPP	S	1833	Kennebunkport Me.	Titcomb & Thompson	New York
LEVI C. WADE	S	1525	Bath Me.	William Rogers	Bath Me.
MC LAURIN	S	1375	Newburyport Mass.	Atkinson & Fillmore	Boston
MARY A. GREENWOOD	B	646	Northport N.Y.	Jesse Carll	New York
MARY HASBROUCK	B	772	Calais Me.	Boardman Bros.	New York
MONROVIA	B	543	Setauket N.Y.	George E. Hand	New York
PENOESCOT	B	1133	Bucksport Me.	Wm. H. Genn	Bucksport Me.
RICHARD PARSONS	B	1160	Rockport Me.	John Pascal	Camden Me.
SAMUEL H. NICKERSON	B	755	Harrington Me.	Geo. W. Emery	Harrington Me.
SHETLAND	B	683	Ellsworth Me.	H. & B. M. Hall	Boston
SNOW & BURGESS	S	1655	Thomaston Me.	Samuel Wetts	Thomaston Me.
STANDARD	S	1535	Phippsburg Me.	C. V. Minott	Bath Me.
STATE OF MAINE	S	1536	Newcastle Me.	E. Haggett & Co.	Newcastle Me.
VERONICA	B	409	Bath Me.	Goss & Sawyer	New Bedford
WACHUSSETT	S	1599	Kennebunkport Me.	Crawford & Perkins	Boston
WANDERER	B	303	Mattapoisett Mass.	Jonathan H. Holmes	New Bedford
WILL W. CASE	B	576	Rockland Me.	Sanford Starrett	Rockland Me.
YORKTOWN	S	1956	Richmond Me.	James M. Hagar	Richmond Me.

It will be observed that 1878 was a poor year for building square-riggers in the United States. One encouraging factor, however, was the cash received by owners from their ALABAMA claims, for vessels sunk by Confederate raiders in the Rebellion. The four small whalers built for New Bedford owners were probably financed in this way.

The EVIE REED was completed in 1877, but was documented as built in 1878, since she was not given a name until February 1878. The FURNESS ABBEY, launched in 1878, was similarly not named until 1879.

Beside these merchant vessels, the bark SALMON P. CHASE, 154 tons old measurement, was begun at Philadelphia by Thos. Brown & Sons and completed in 1878 by the U.S. Government as a Revenue Marine training ship.